

Pushback Procedures

TO: ALL FAR PART 139 AIRPORTS

At many airports there exists the potential for a vehicle/pedestrian deviation caused by the geometry of existing ramps and taxiways. At airports that have taxiways or taxilanes running adjacent to the parking apron there is the chance that an aircraft could infringe on active movement areas during pushback. This has unfortunately been the cause of several recent vehicle/pedestrian deviations (VPDs) in the Southern Region.

We would like to share the following information with you in order to help eliminate the possibility of an incursion or deviation if you have a similar situation at your airport. One Southern Region airport had a similar problem with a difficult ramp configuration. They addressed the VPD potential of their ramp/taxiway configuration through the following actions:

- They addressed the problem through the collective efforts of the Surface Incident Prevention Committee (SIPC), airport tenants, airport management, and the ATCT.
- They developed specific and detailed pushback procedures for each terminal gate.
- They printed cards describing the procedures for each gate. The 5"x7" pushback cards were printed in color on water-resistant stock and provide detailed instructions with both pictures and words.
- They placed the pushback cards in strategic locations to ensure their use. They have them in each terminal gate Jetway. They have them attached to each operating tug. And they were given to each air carrier to place in each aircraft cockpit operating at the terminal.
- They incorporated these procedures in the training given by the airport to each air carrier employee during ramp drivers' training. In addition, these procedures are stressed during airport movement area driver's recurrent training given every year to all those with ramp authorization.
- They periodically review the effectiveness of these procedures with an eye toward revision at scheduled SIPC meetings.

Since development of these procedures, this airport has not experienced a VPD caused by aircraft pushback even though the geometry of the airport creates a significant potential. If you have an airfield configuration that could cause a similar VPD situation you may consider adopting procedures like those described above. A small effort could just possibly prevent a dangerous event.

Your Airport Certification/Safety Team